

SAN ANTONIO & CENTRAL ESTUARY

Priority Conservation Area APPLICATION

The boundaries of the San Antonio and Central Estuary PCA roughly correspond to the PDA of the same name. The area hugs the Bayfront, keeping west of Interstate 880 until the San Antonio neighborhood which it also includes. The narrow area, due to its proximity to the water and freeway, has experienced decades of environmental pollution. The entirety of the PCA falls within a Community of Concern, much of which is also an Environmentally Disadvantaged Community. Fortunately, because of its waterfront, the PCA includes regional recreation opportunities, applied for separately as Regional Recreation PCAs, and chances for increased greenery.

The PCA qualifies as Urban Greening because of its benefits to **Community Health, Climate & Resilience** and **Recreation**. It would co-benefit Water Supply & Quality.

The entire San Antonio & Central Estuary PCA is considered a Community of Concern by the Metropolitan Transportation Commission, defined as having a high concentration of minority and low-income residents. The center of this community experiences a Park Deficit, according to Oakland's Open Space, Conservation, and Recreation Element of the General Plan. Fortunately, the PCA does contain Parks within a Community of Concern of varying sizes, such as the marina and regional shoreline parkland along the water and San Antonio Park further inland. San Antonio Park hosts the area's only Community Garden within a Community of Concern. Around the park are census tracts defined by the USDA as Low Income-Low Access to Food, because at least 70% of the residents must travel more than 0.5 miles to reach a healthy food source such as a grocery store. Thus San Antonio Park and the smaller Brooklyn Park a block away are crucial to protect as Parks within Low Income Low Access to Food Census Tracts. By conserving existing green space with carbon storage potential, this PCA benefits Climate and Resilience. It benefits Community Health by increasing park and food access in a Community of Concern.

All but the most inland blocks of the PCA has been defined by the California EPA as Environmentally Disadvantaged Communities, found to be in the 75th percentile of the EnviroScreen due to their disproportionate share of pollution. This closely corresponds to the land which falls within a 1,000 ft. Freeway Buffer of the 880 Interstate. Along the freeway and around the Alameda County Household Hazardous Waste Facility are High Particulate Levels, above Bay Area Air Quality Management District thresholds as laid out in Plan Bay Area for 2040. Because of the area's role in the city's industrial history, most of the PCA consists of Old Industrial Land, used for industrial purposes prior to 1968 that may contain PCBs and mercury, and flagged by the Alameda County Clean Water Program for potential stormwater contamination. A swath of homes near International Blvd. makes up a Residential Area within 300 ft. of an Industrial Zone, mapped by the City of Oakland. However, Major Urban Corridors intersect the area that connect regional parks to the Estuary, and which allow for enhanced street tree plantings. Thus, this PCA presents an opportunity to benefit Community Health and Climate & Resilience

by increasing carbon storage potential through added tree cover in areas expected to experience urban heat island effect and high levels of contamination. Remediating much of the industrial and possibly contaminated land along the waterfront would co-benefit Water Supply & Quality as well.

Portions of the San Antonio & Central Estuary PCA are threatened by a potential five-foot Sea Level Rise, particularly along Brooklyn Basin, as modeled by the National Oceanic and Atmospheric Administration. By including this area in a PCA, the City of Oakland has an opportunity to address hazard risk due to flooding / sea level rise, thereby benefiting Climate & Resilience, while conserving the important Recreation element of the San Francisco Bay Trail that runs along the shoreline.